

# DITCH THAT ROD, LIFT THAT HOOD

How to install Redline Tuning's QuickLift hood strut kit on a 2015 Mustang

BY JOSH BOLGER | PHOTOS BY BRIAN VANDERHAAGEN



## ONE OF THE GREAT MYSTERIES OF THE UNIVERSE IS: WHY IS THE MUSTANG, INCLUDING THE LATEST 2015, BORN WITHOUT

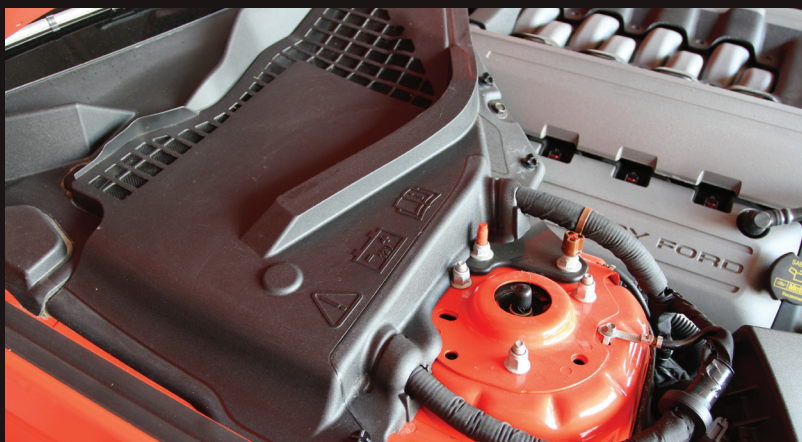
a hood prop rod? While that mystery remains to be solved, the good guys at Redline Tuning have an excellent kit to help you ditch that rod and lift that hood. Not only is the kit well

put together, the instructions are clearly written with excellent technical illustrations. Installing the Redline Tuning QuickLift kit is one of the best DIY projects for your new Mustang. You'll need three tools: a 13mm deep socket, a drill with a 3/4-inch or 19mm bit, and a center punch.



**LEFT** Remove the upper nut on the hood hinge with the 13mm socket, but keep the nut. Repeat on the other side of the engine compartment **RIGHT** Install the hood bracket on each respective side; they are marked "RH" and "LH" for right-hand (passenger) side and left-hand (driver's side). Make sure the bracket is rotated per the instructions, then tighten the nut to secure the bracket.





**ABOVE** The battery cover will need to be removed via three push pins and three tabs. Remove the push pin closest to the fender first; the instructions refer to this push pin as “number one.”



**ABOVE** Install the supplied template using push pin number one to hold it in place. The template will align with the contours of the battery cover. Use a center punch to mark the position for the hole needed for the lower bracket that will anchor the gas spring.



**LEFT** Now remove the battery cover from the car. **RIGHT** Using the punch mark, drill the  $\frac{3}{4}$ -inch hole in the battery cover. We used a uni-bit but suggest you use the correctly sized drill bit.



**LEFT** The lower bracket fits neatly in a slotted hole found in every Mustang. Make sure to thread the supplied red attachment nearly all the way down, leaving one to two threads exposed. Then properly align the bracket and slowly finish tightening the bracket in place. The ball stud should point away from the engine.



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FOREWORD BY EUGENE B. FORD II

## Mustang: 50 Years

In the early 1960s, Lee Iacocca—then director of the Ford division at Ford Motor Company—convinced Henry Ford II to produce a sporty four-seat car aimed at the emerging youth market. That car, essentially a reconfigured and re-skinned Falcon economy car, became the Ford Mustang, and it changed the automotive world like no other car before or since. In *Mustang: Fifty Years*, acclaimed Mustang writer Donald Farr celebrates this unbroken lineage of muscle: its phenomenal first-year sales, the new “pony car” genre it pioneered, and subsequent models that include the Mustang GT, Shelby GT350, Shelby GT500, Super Cobra Jet, Boss 302 and Boss 429—all part of a line of American performance cars that continues on to this day. With 400 photos of the USA's iconic sports car and released in tandem with the Mustang's 50th anniversary, *Mustang: Fifty Years* is a must on the bookshelf of any gear head or Ford aficionado.

“Donald Farr's relationship with the Mustang goes back nearly as long as my association with the iconic pony car. *Mustang Fifty Years* is representative of the rich history the Mustang has endured and Donald has so expertly written a book that is as beautifully put together as the car itself.”

— Lee Iacocca



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**BELOW** This is what the lower bracket should look like when properly installed. Now you can reinstall the battery cover. That 3/4-inch hole will allow the lower bracket to fit through the battery cover. **BELOW** Next, snap the gas spring on the ball studs. The large end attaches to the hood while the small end attaches to the fender. Make sure you get the gas spring fully seated on the ball studs.



Now repeat for the other side and you're done. Save those "rods" for your fishing trip.

## SOURCE

Redline Tuning  
[www.redlinetuning.com](http://www.redlinetuning.com)  
734-238-6759